

# The case of Seville



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**This presentation has been possible with the contribution of A CONTRAMANO CYCLING ASSEMBLY OF SEVILLE**



# Some data about Seville

Population: 700.000 (city).  
1.200.000 (metropolitan ring included)

Third or fourth city in Spain.

Capital of Andalusia.

Located in SW Spain.



# Some characteristics

Its Old Town is the largest in Europe (4 km<sup>2</sup> approx.) with narrow winding streets (Medieval Arab design).

Old Town still keeps its role as functional city center.

Warm climate (average: 25°C during the day; 13°C at night).

Flat surface city.

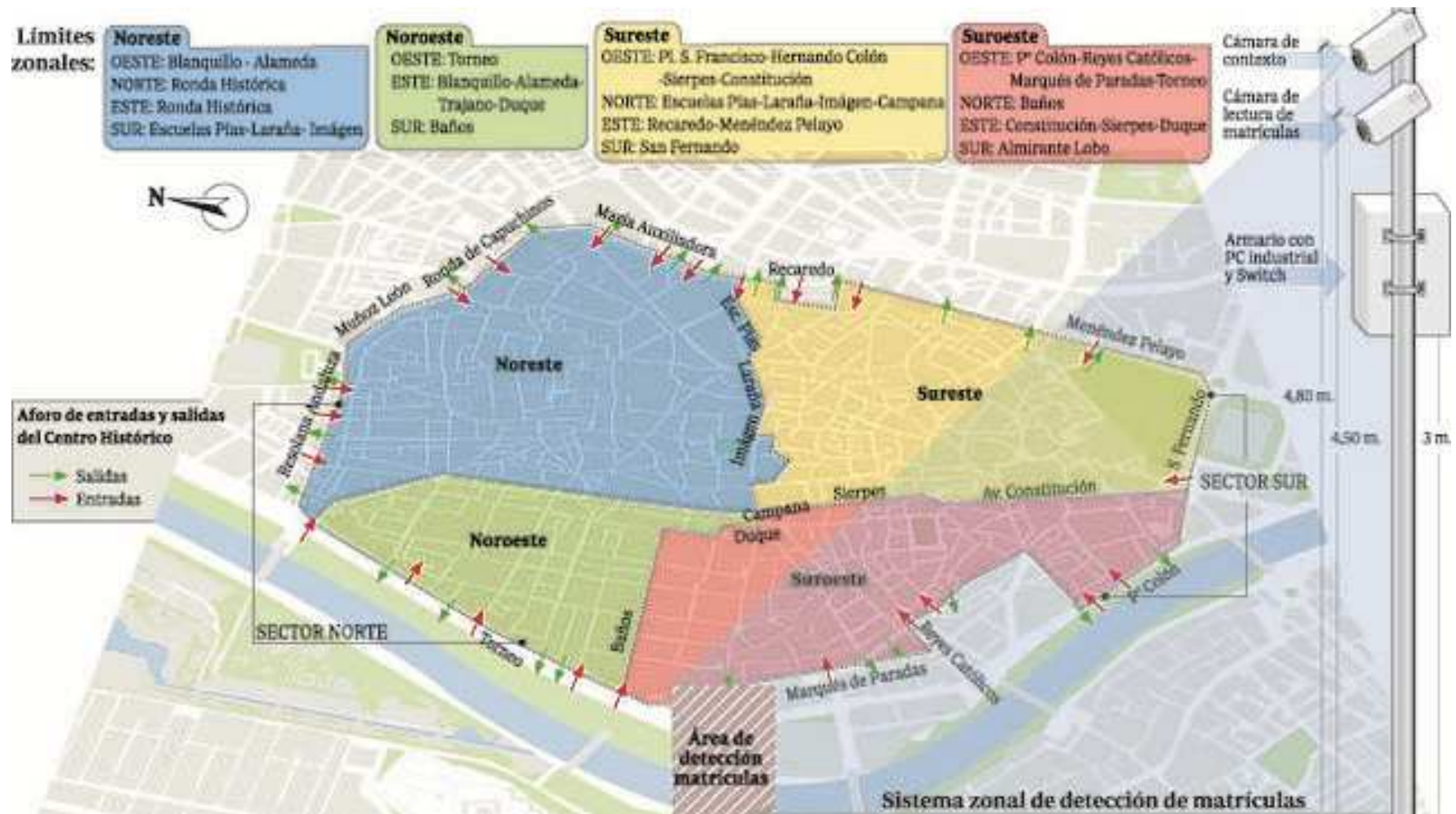


# Plan Centro



- Restriction of motorised traffic in Old Town for stays longer than 45 minutes.
- Camera surveillance in all entrances.
- Residents had no restriction.

# Plan Centro





# Plan Centro

After public controversy and electoral exploitation of the Plan Centro, it was suspended by the new mayor in the first days of his mandate.

This happened just as most Sevillians were starting to learn its advantages.



# Pedestrianization of avenues



Initial controversy was swept away by the final results: lively areas crowded by pedestrians, children playing, old people chatting in the street, cyclists, shopping...



# New sustainable transports

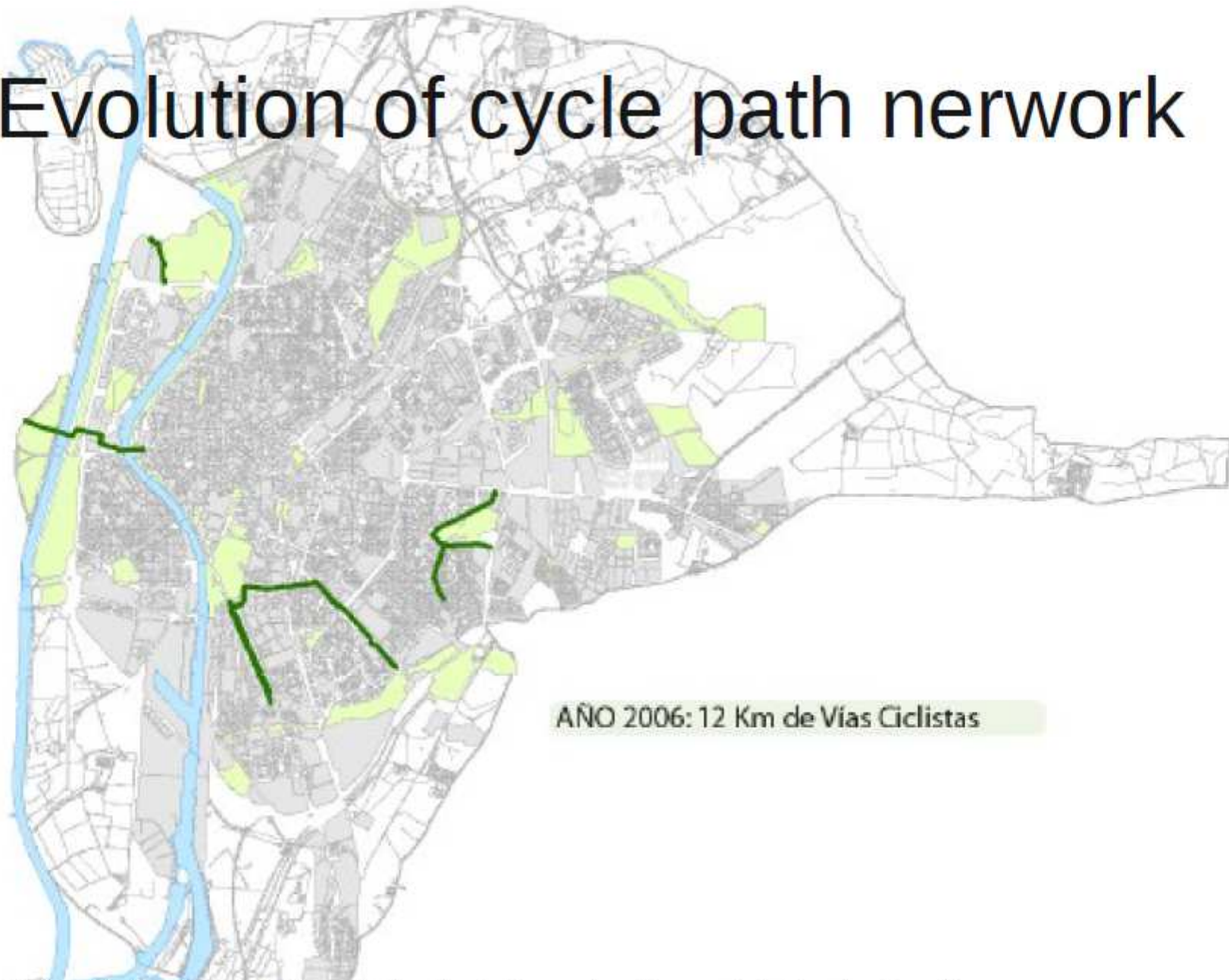


The new tram system was also the subject of controversy, while the underground was widely accepted.

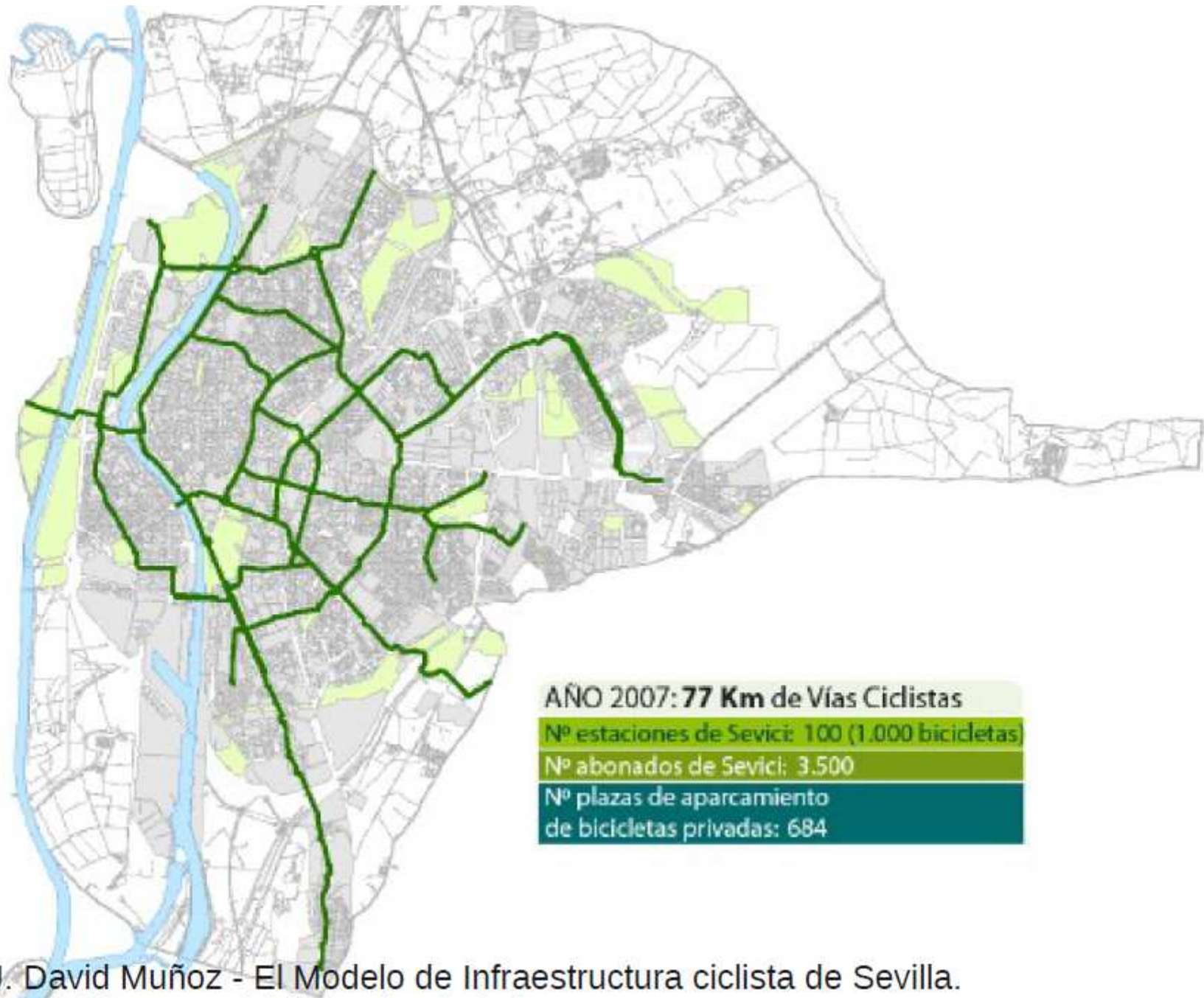




# Evolution of cycle path network

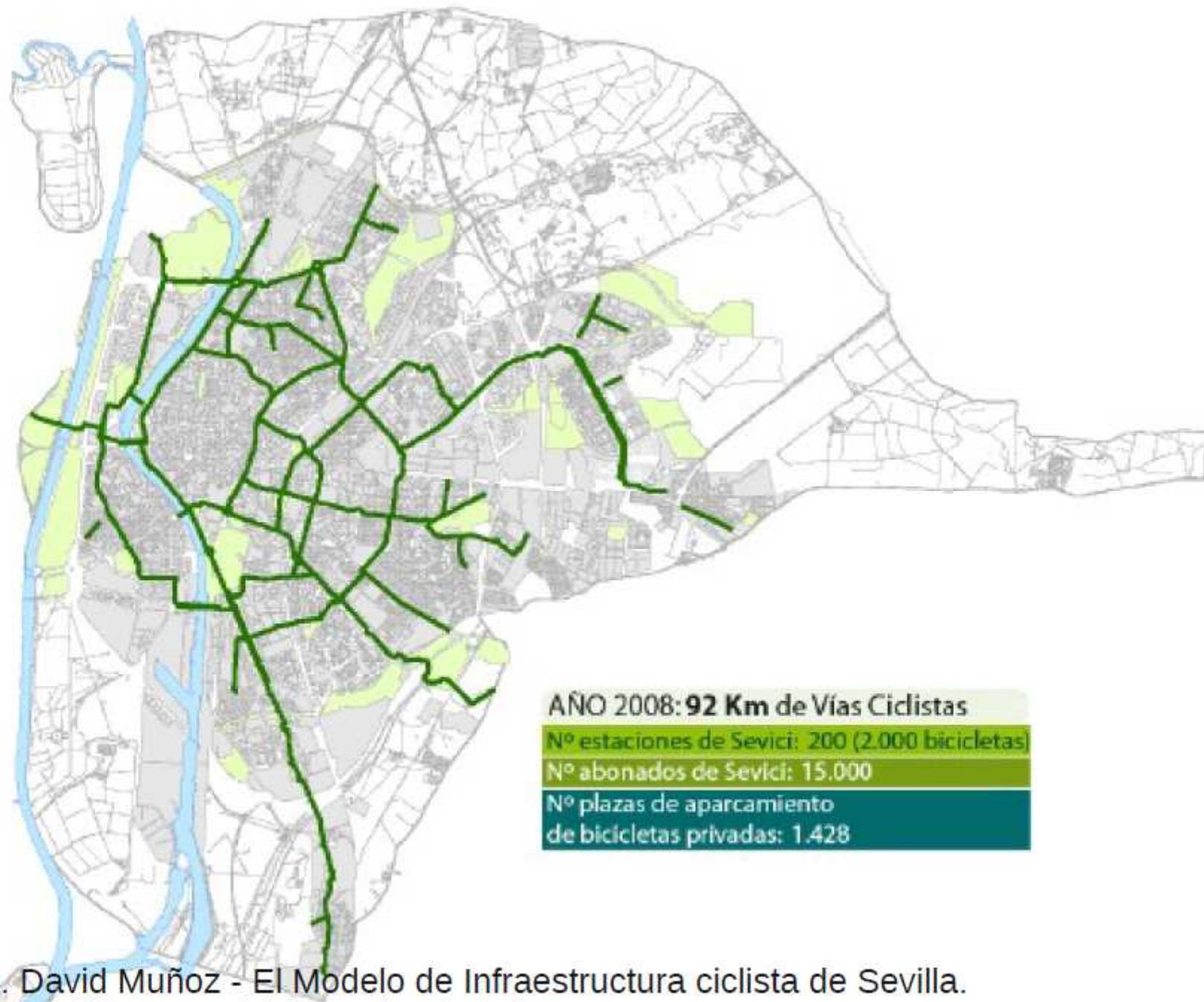


Source: J. David Muñoz - El Modelo de Infraestructura ciclista de Sevilla.  
3 Congreso Ibérico "La Bicicleta y la Ciudad"  
Sevilla, octubre 2010

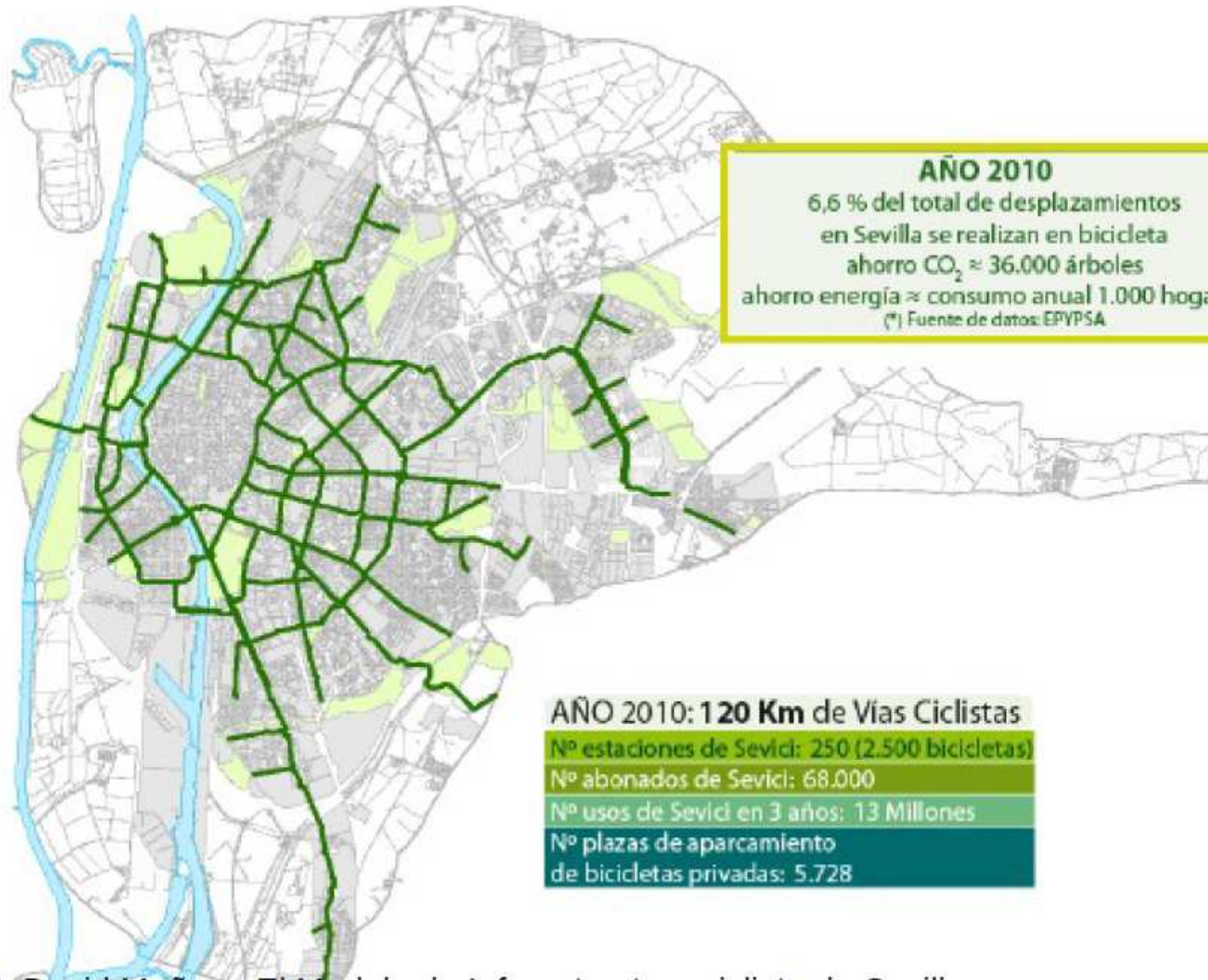


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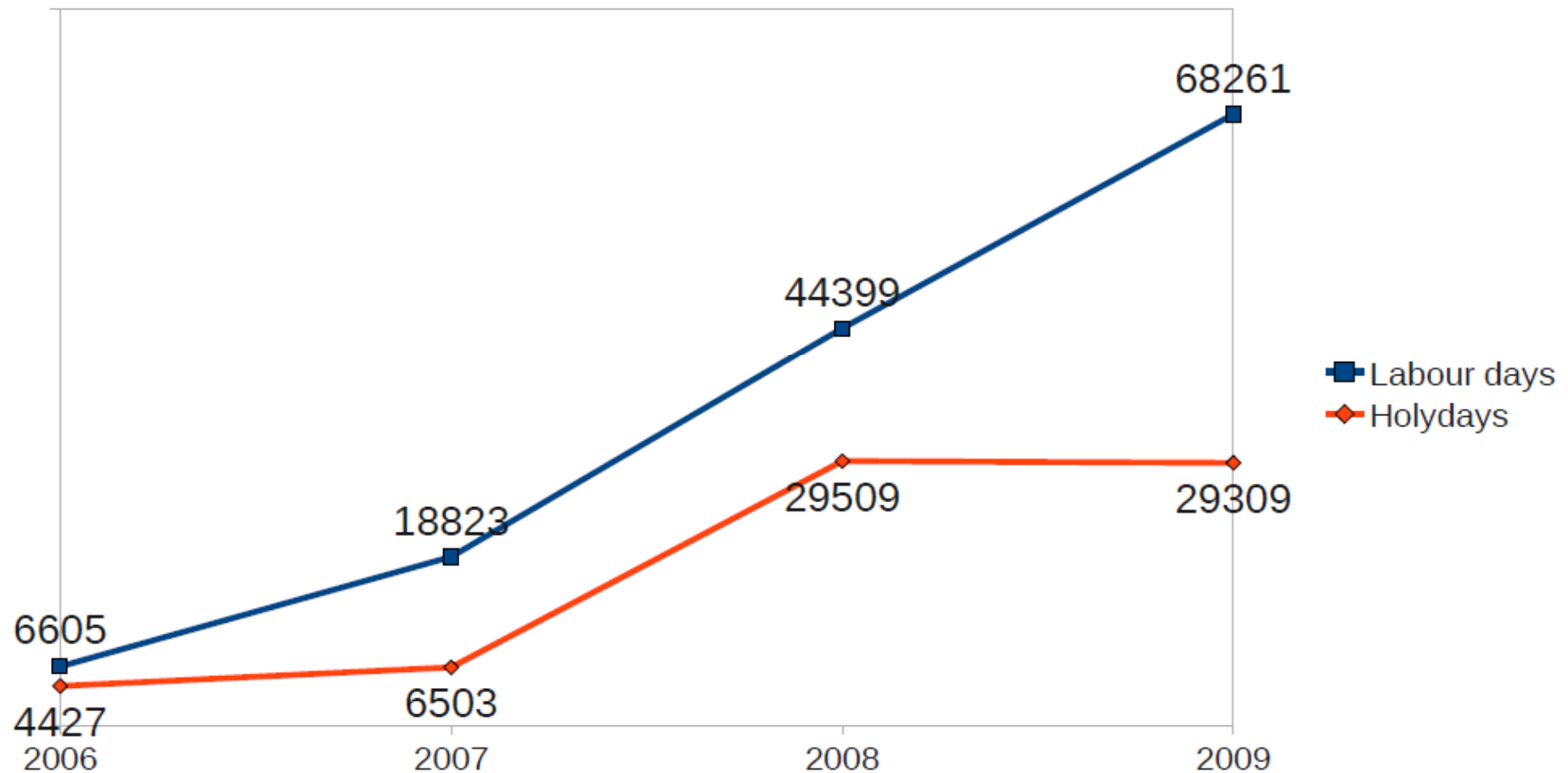
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8 Congreso Ibérico "La Bicicleta y la Ciudad"  
Sevilla, octubre 2010

# Old Town and bike-track network



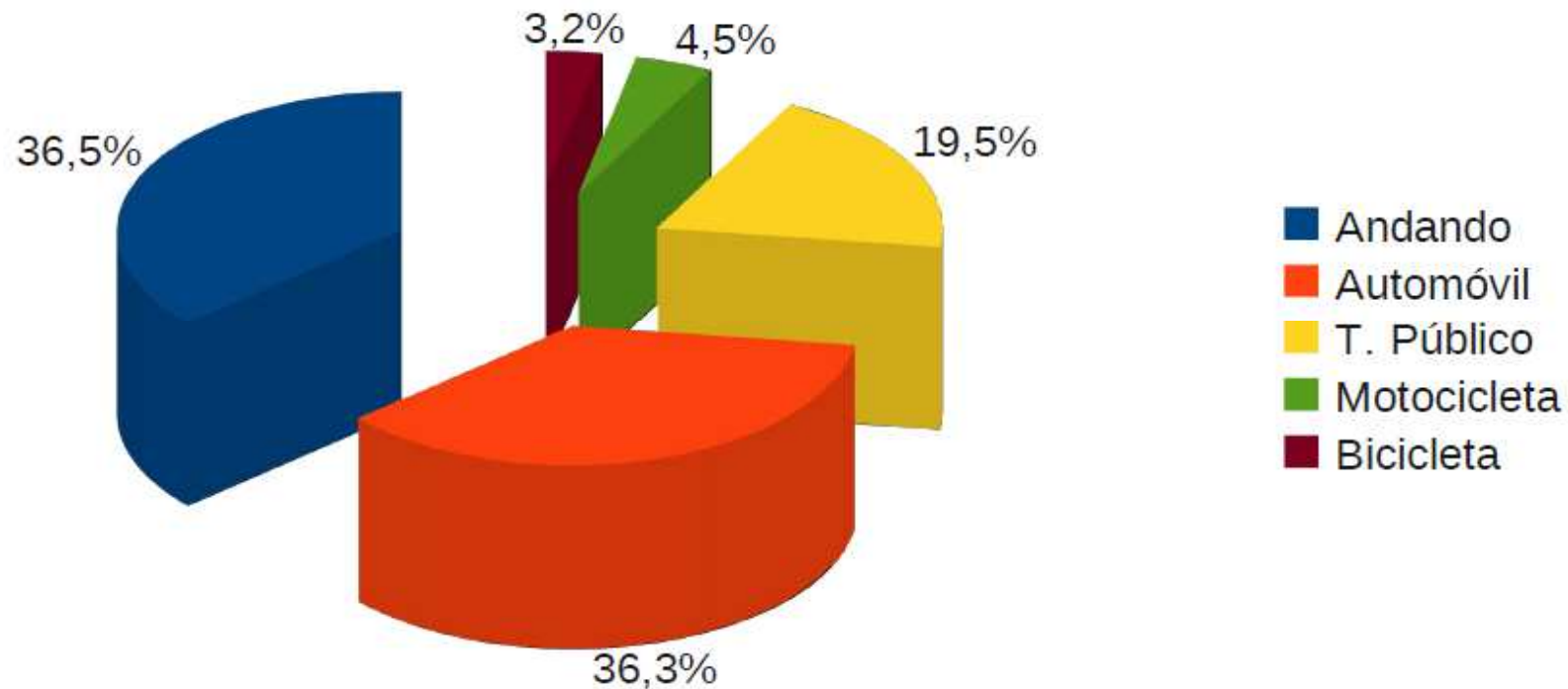


# Counting of cyclists



Source: "Estudio sobre el uso de la bicicleta en la ciudad de Sevilla (Enero 2010)"

# Modal share 2007 (Urban area of Sevilla)

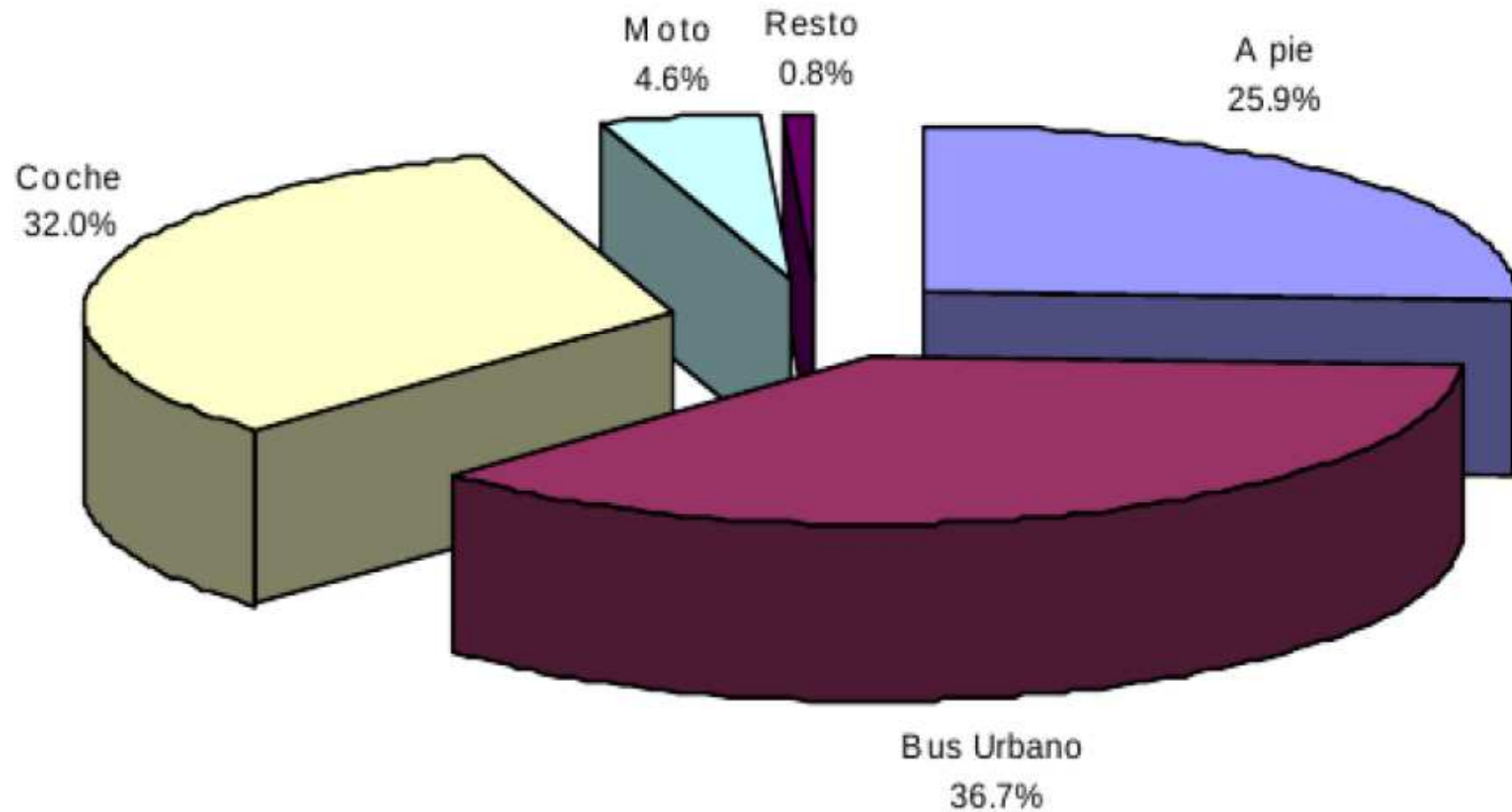


**Extrapolation 2007 → 2009: 3,2% → ~ 7%**

Source: Encuesta domiciliaria de movilidad (Otoño 2007)

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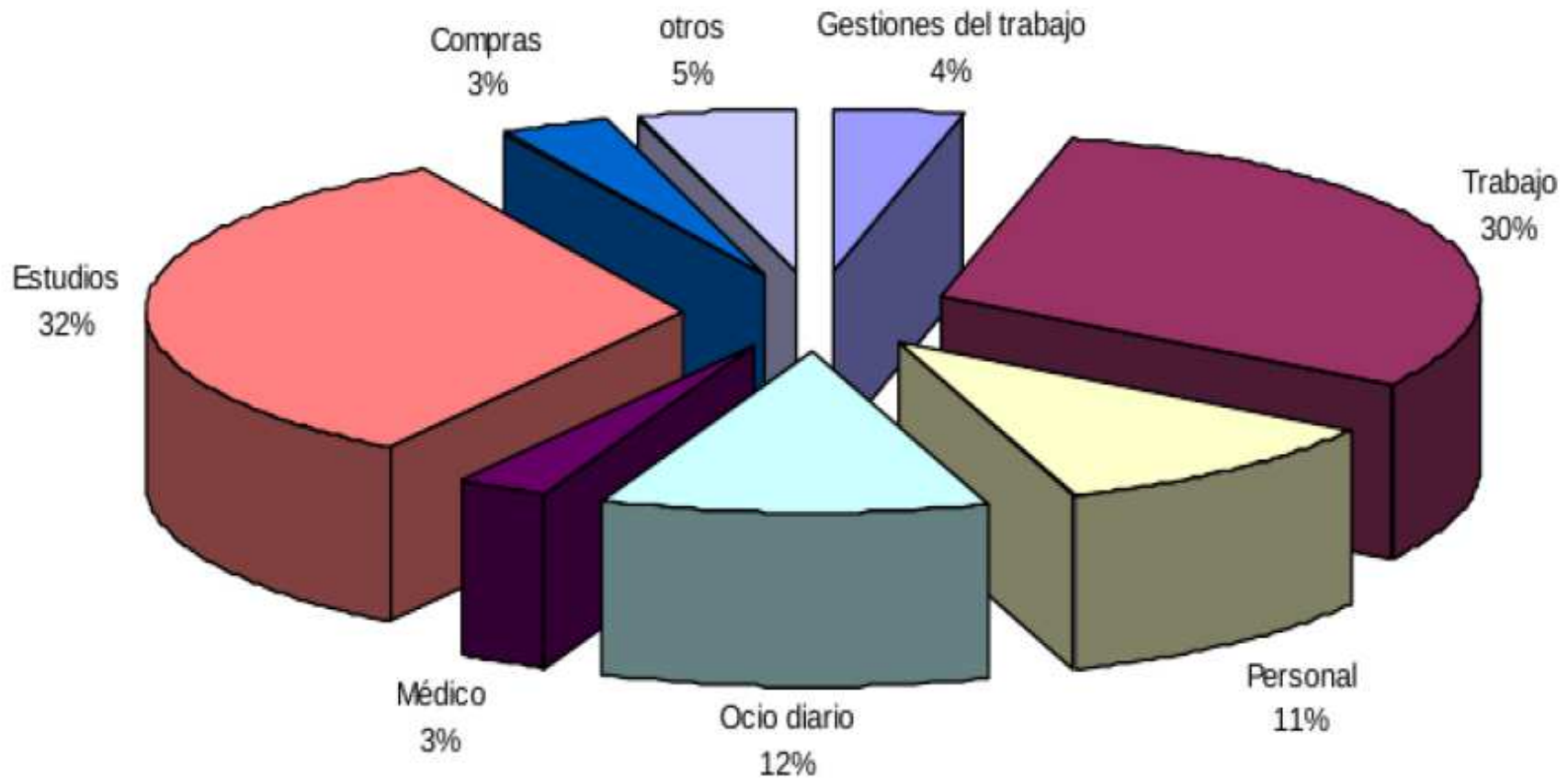
# Previous mode for new cyclists



Source: Estudio sobre el uso de la bicicleta en la ciudad de Sevilla (Enero 2010)

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# Travel motivation (bike)



Source: Estudio sobre el uso de la bicicleta en la ciudad de Sevilla (Enero 2010)

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# Before and after





# Before and after



# Before and after





# Sevici: public bike system

2600 public bikes

260 stations throughout the city (including suburbs), 24 hours a day, 365 days a year

70.000 uses a day (March 2011)

120.000 long-term ticket holders





# Sevici: Conditions for success

- Previous bike policies in the city
- High quantity of stations and high proximity (no more than 300 m)
- Appropriate bike redistribution
- Free usage
- Easy registration
- Easy bike taking
- Cheap service



# Intermodality



Service offering 180 bikes in central bus station: By showing their ticket, passengers coming by bus from metropolitan towns can take a bike for free when they arrive in Seville, up to midnight. 4600 users in May 2012.

Intermodality in the Underground system and the Commuter trains is still underdeveloped.



# SIBUS (University of Seville)



**sibus**  
Sistema Integral de la Bicicleta  
de la Universidad de Sevilla

Multiple parking facilities on campuses –usually fenced off and/or well guarded.



400 bicycles for long-term sharing system (students, professors and clerks alike).

This model has been replicated on other universities in the city.

# Other interesting data

Schools, hospitals and public institutions have boosted cycling with infrastructure, promotional campaigns and share systems for the employees. Some private companies are also starting to do the same.

Events on cycling have multiplied –recreation, cultural, activist, sport...

Thousands of bicycle stands were installed around the city.



# Other interesting data

Bicycle stores and workshops have increased in number dramatically. Other type of businesses and services (bike-rental, bike-tourism, advertising on bike, insurance for cyclists, anti-theft registration, cycling lessons, etc.) are appearing more and improving.

City government, cycling associations, bike business owners, pedestrians' and skaters' representatives, among others, founded a "council" on urban cycling (It disappeared when the new Mayor took charge).

# Anti-bicycle campaigns

political parties (opposition), local candidates

local mass media, conservative columnists

shopkeepers organizations

some residents associations

garages, private parking lots

taxi-drivers

car users



# Learnt lessons about cycling policies

- Make a network, not isolated cycleways.
- Make your network fast.
- Make your cycleways visible and easy to recognize
- Make your cycleways safe (8-80 rule): protect the cycleways against traffic.
- Two-ways better than one one-way.
- If there are parking lanes, put your cycleways between cars and pedestrians.
- Bike-sharing systems are a complement of the cycling network.
- It helps to have a unified management of the bike programme.
- Consensus with urban cycling associations is very important.

# Cycling policies: assessment

## **Strengths:**

- Amazing increase of urban cycling (~ x10).
- Cycling is now very popular (more people of all kind use it).
- Infrastructure difficult to remove (physically and politically).

## **Weaknesses:**

- We are an exception surrounded by nothing.
- There is not a political consensus on urban cycling.
- Conflicts with pedestrians.

# What next?

- Planning of a bike lane network connecting the metropolitan ring and the city.
- Need of an effective intermodality plan with commuter train and underground.
- Oppose the measures taken by the mayor and his government against sustainable mobility.



Wrocław, 17th September 2012.

**Gracias**

**Dziękuję**